

## Meeting Record

### MPO Technical Committee Meeting

Tuesday, January 20, 2004

Room 113, City County Building

Lincoln, Nebraska

**MEMBERS AND OTHERS IN ATTENDANCE:** Allan Abbott, Roger Figard, Karl Fredrickson, Randy Hoskins, Larry Worth, (Public Works/Utilities), Kent Morgan (representing Marvin Krout, Planning), Don Thomas - (County Engineering), Randy Peters, Ron Schlautman, (representing Steve McBeth), James Miller (representing Eldon Poppe), Rich Ruby, (NDOR), Mark Wullschleger (Urban Development), Doug Pillard (representing Larry Worrell) and Stephen Sissel (Federal Highway Administration)

**OTHERS:** Mike Brienzo, Virendra Singh, Scott Cockrill, Brian Praeuner, Karen Sieckmeyer (Public Works/Utilities), David Cary (Planning), Phyllis Hergenrader, (Friends of Wilderness Park), Randy Kaster, (HWS Consulting Group), Syed Ataullah, Toby Fierstein (NDOR), Donny Hamilton, Jr. (Lincoln/Lancaster Co. MPO) and Dan Briggs (Federal Highway Administration)

**STATED PURPOSE OF THE MEETING:** Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

***Agenda Item No. 1 - Review and action on the draft minutes of the August 5, 2003, Technical Committee Meeting.***

Mark Wullschleger made a motion to approve the minutes, Larry Worth seconded. Motion carried unanimously.

***Agenda Item No. 2 - Review and action on four amendments to FY 2003-04 element in the StarTran section of the current FY 2004-2006 and 2007-2009 Transportation Improvement Program to enable the use of available federal funds for these projects.***

Mike Brienzo explained that the purpose of having a formal amendment is that we are adding a project and moving three projects from the out years to the priority years which requires an action by the Technical Committee and recommendations to the Officials Committee. Brian Prauner from StarTran went over the following amendments. Project #1 - Purchasing 12 full size buses; this project is listed in FY 2004-05, FY 2005-06, and FY 2006-07. StarTran is requesting the purchase of 2 of the 12 full size

***MPO Technical Committee Record -January 20, 2004***

buses be purchased in FY 2003-04. Project #9 - Farebox Purchase; this project is listed in FY 2006-07 and will be moved to FY 2003-04. Project #11 - Air Conditioner; this project is listed in 2007-08 and will be moved to FY 2003-04. Project #14 - Farebox Card Reader; this project is listed in FY 2006-07 and will be moved to FY 2003-04. General discussion was held regarding the federal and local funds for these projects. These revisions have been reviewed by the Planning Commission for compliance with the Transportation Plan since they are in the current TIP and approved by the Finance Director for use these funds.

Don Thomas made a motion to recommend approval of these amendments to the Transportation Improvement Program, seconded by Larry Worth. Motion carried unanimously.

***Item No. 3 - Briefing on the Intelligent Transportation System (ITS) coordination in bridging the City, County and State systems and the ITS activity within the Lincoln Metropolitan Area.***

Randy Peters from the Nebraska Department of Roads gave an overview on the State and local ITS Deployment Team planning and implementation process in a Lincoln Technical Committee ITS presentation. (See attached slides)

Discussion was held on future construction projects. Is ITS an integral part of the design considerations for projects being developed by the NDOR?. What elements of ITS are desirable or needed, at that location, and making plans to have them incorporated at some point in the future. NDOR is taking steps so that it can be easily added in the future.

Virendra Singh spoke on Lincoln's current Traffic Management System which includes approximately 375 centrally controlled traffic signals; 130 railroad and fire pre-emption units; 90 miles of communication lines(fiber optic and copper); 25 portable dynamic message signs; 53 radio communication units; 255 video detection cameras; 4000 loops and 6 pavement and weather stations. They anticipate that additional field devices will be deployed only after ITS Regional Architecture has been completed and adopted by the FHWA prior to April 08, 2005. The City, as the lead agency, along with its partners the County and NDOR District-1, started advertising their mutually agreed upon RFP on December 19th, 2003, to engage the services of a consulting firm to develop and prepare a Regional Architecture. The deadline to respond to this RFP was January 20th, 2004. The City anticipates starting this project in March or early April 2004, subject to the development of a Scope of Services and fee negotiations. Anticipated total project cost is \$200,000, to be funded by Federal, State, County and City funds.

***Item No. 4 - Summary of the findings on the South Beltway Value Engineering Study by the Nebraska Department of Roads. (see attached handout)***

Syed Ataullah, from the Nebraska Department of Roads, updated the committee on the South Beltway engineering status. Syed informed the committee that a consulting firm had been hired from Kansas City to do the Value Engineering for the South Beltway. After the Value Engineering Team had met, they came up with different recommendations and presented the recommendations in a report. On December 4th, a meeting was held with the Department of Roads, Federal Highway Administration, City of Lincoln

## ***MPO Technical Committee Record -January 20, 2004***

and Lancaster County representatives and all of the recommendations were discussed. Syed went over the recommendations that were accepted for this project. Once all of the comments are received from everyone, the information will be sent back to Value Engineering Team and then the final document will be sent to the Federal Highway Administration for their approval. It will probably take a while before the final report will be completed.

### ***Briefing on the SW 40th Street Transportation Study by the City of Lincoln Public Works Department.***

Scott Cockrill briefed the committee on the 40th Street Transportation Study. This study is in the 2025 Lincoln Lancaster County Comprehensive Plan as a future four-lane urban roadway with turn lanes and an overpass at the Burlington Northern Santa Fe Railroad crossing. Several alternatives were reviewed before SW 40th Street was chosen as the preferred corridor due to its proximity in the area, that being, not too far from the built environment and not too far out in the county. The study also gives the participating agencies the opportunity to address a deficient county bridge over Middle Creek and an unsafe, delay causing at-grade railroad crossing.

Open houses were held where the question was asked if they would be willing to tolerate the closure of SW 40th at the railroad crossing until such time that an overpass could be constructed. The general consensus of those attending the open house was favorable. Phase II of the study was conducted to determine if the overpass and roadway improvements would be feasible, in addition to producing functional plans for those improvements. A second open house was held to inform the residence of the findings. The comments received were in favor of the overpass however, there was not strong support for the two lane to four lane roadway improvement.

The current portion of the study is Phase III which is to evaluate the Environmental impact to the area where the improvements would be implemented. After meeting with FHWA, NDOR, County, BNSF Railroad and the City, the FHWA determined that a documented categorical exclusion would be needed to be submitted for their approval. Upon approval from FHWA for the environmental study, it is anticipated that the City would move forward with Phase IV portion of the study which would produce final plans and determine what additional right-of-way would be needed. Phase V would be the construction of the overpass at the railroad crossing which would include a new bridge in the overpass. The roadway improvements would follow as funding becomes available. The City is currently in negotiations with the State, County, BNSF Railroad and RTSD to produce agreements with those agencies with regard to the funding element.

### ***Agenda Item No. 6 - Other topics for discussion.***

At the last meeting, Mike explained how the Planning Commission had elected not to include a discussion of PRT as a mobility option to be considered for inclusion in the Comprehensive Plan. As the amendments came forward, the County Board agreed with the Planning Commission not to include Personal Rapid Transit in the Plan but the City Council disagreed with the Planning Commission and did in fact make an amendment that would allow the study of a Personal Rapid Transit System as part of this Mobility Study. According to discussions with the Planner at FHWA, this is acceptable. (attached)

***MPO Technical Committee Record -January 20, 2004***

Mike also whet over the recent Nebraska Department of Roads announcement on the new Transportation Enhancement Projects. The Transportation Enhancement Program is providing partial funding for 12 projects this year as recommended by the independent Transportation Enhancement Select Committee. The TE Program, part of the federal highway bill, provides funding to local, regional, and State government entities for projects that encourage alternative transportation. The funds, administered through the Nebraska Department of Roads, are used for highway beautification, pedestrian and bicycle trails, and historic preservation.

The Lincoln-Lancaster planning area had 4 projects competing for these funds. Two received funding and two were near close, but did not make the cut this year. 1) Lancaster County is receiving \$500,000 to develop the Jamaica North Trail, Saltillo Road to Calvert Street, which is the former Union Pacific Railroad corridor recently acquired by the City of Lincoln. 2) On the other award, the City of Lincoln is receiving \$291,951 to develop the Antelope Creek Trail which goes east from the “Dog Run” to 84th Street. (attached)

The two near misses include The Haymarket Trail which is an NRD project extending the Salt Creek Trail east of Charleston Street to 14th Street and the other is also an NRD project, the Homestead Trail which goes south of Lincoln along the abandon BNSF ROW to Princeton.

Allan asked if there was any other topics for discussion? There being no further business, the meeting was adjourned.